Armed Services

DEPARTMENT OF THE NAVY
NORTHEAST DIVISION
NAVAL FACILITIES ENGINEERING COMMAND
495 SUMMER STREET
BOSTON, MASSACHUSETTS 02210

IN REPLY REFER TO:

22 Oct 1969

MEMORANDUM

From: Commanding Officer, Northeast Division, Naval Facilities Engineering Command
To: All Hands

Subj: Personnel Reduction

1. NAVFAC has informally advised me of a drastic reduction in the annual planning figure assigned for SIOH for FY-70. This fund assessment is based on construction deferrals and the resulting drawdown on work to be put in place. The absorption of a reduction of this magnitude will require a reduction of civilian personnel in the range of 35 to 40 employees. Plans are currently being drawn up to provide for the RIF in Program IV SIOH-funded areas.

2. Current plans provide for notices to be presented to affected employees on 1 November 1969 with an effective date of 30 days after issuance of the notice. Every effort will be made to relocate and/or place all affected employees.

3. All employees are reminded that the President has signed into law increased benefits for those Federal employees who may elect to retire as of 31 October 1969. In this connection, arrangements have been made for the conduct of a Retirement Planning Seminar on Wednesday, 22 October 1969, at 1330 in the COMONE Library, Ninth Deck. This Seminar will be conducted by members of the Consolidated Civilian Personnel Office and every effort will be made to provide updated information to all interested employees and supervisors.

4. Once again I sincerely regret the necessity to advise you of the required reduction in personnel.

W J Christensen
W.J. CHRISTENSEN

B R I E F

OCTOBER 23, 1969

(CONSOLIDATION OF ENGINEERING FIELD DIVISIONS)

The Naval Facilities Engineering Command provides technical advice and professional services in the planning, design, construction, alteration, inspection, repair, maintenance and operation of public buildings, public works, public utilities and transportation of the shore activities of the Naval establishment. In other words, it is the construction agency for the Navy.

In its operations, the Naval Facilities Engineering Command has established Engineering Field Divisions in the several Naval Districts throughout the United States and it is these divisions which accomplish the mission of the Command. These divisions award and administer construction, architectural and engineering contracts, all utility contracts as well as advising as to the management, maintenance and repair of all buildings and structures at all Naval activities in the respective districts.

The Commander, Naval Facilities Engineering Command (formerly Bureau of Yards and Docks) has proposed, presumably in the interest of efficiency and economy, to consolidate some of these existing divisions. One such plan is to combine the Northeast Division (Boston, First Naval District), Eastern Division (New York, Third Naval District), East Central Division (Philadelphia, Fourth Naval District), Midwest Division (Chicago, Ninth Naval District) and the Chesapeake Division (Washington, D.C., Naval District Washington, D.C.) with the consolidated office to be headquartered at Washington, D.C. If we felt that this plan was in the best interest of efficiency and economy, there is little we could or would say. However, we are of the opinion that both of these factors-efficiency and economy - would be destroyed if the present plan is put into operation.

In the first place, we take issue with the creation of a field division office servicing an area which is thirty-seven percent of the area of the continental United States or one million one hundred forty thousand square miles. On the face of it, this is totally unrealistic, with the cost of such an operation (travel, etc.) being prohibitive and service being severely curtailed.

On September 18, 1969, before we became aware of the plan as it now stands, this committee, knowing the need for the curtailment of expenditure of funds within the Department of Defense, presented a plan to the Commander, Naval Facilities Engineering Command which we felt was consistent with the need but which would not reduce efficiency. This plan was to consolidate the Engineering Field Divisions presently located at Boston, New York, and Philadelphia with the consolidated division to be located at Boston. Attached is the pictorial presentation which was given to the Commander.

Relative to the area we proposed for consolidation, responsiveness (efficiency) and economy were the two prime factors which were considered. As reflected on the attached map, there are fifty-two major naval activities in the proposed consolidated area with approximately eight hundred miles separating the most northern activity from the most southern activity. With this number of activities and the area covered, we know that we can meet both demands of responsiveness and economy.

Relative to our proposal that the consolidated headquarters be located at Boston, the geographical center of the major naval activities in the area is within less than twenty-five miles from Boston - Lewes, Delaware 410 miles, Cutler, Maine 375 miles. The argument for locating at Boston is further enhanced by the fact that of the fifty-two major naval activities, thirty-six are closer to Boston than to either New York or Philadelphia. Additionally, as an indication of the workload demands on a division, the following is a breakdown of the number of activities and the replacement cost of buildings and structures at these activities:

	No. of Activities	%	Replacement Cost	%
Closer to Boston	36	69%	$ 2,090,635,245.00	57%
New York	5	10%	342,963,281.00	9%
Philadephia	11	21%	1,231,098,254.00	34%
TOTAL	52	100%	$ 3,664,696,780.00	100%

Other considerations for locating the consolidated Engineering Field Division in Boston are as follows:

1. Office Space and Parking Facilities

a. The Navy Building, Boston, Massachusetts in which the Commandant of the First Naval District is located, as well as the Northeast Engineering Field Division, and which is owned by the Navy, has ample space to accommodate the headquarters of the consolidated Engineering Field Division. There is also ample Navy-owned parking facilities for all personnel who commute by motor vehicle and for all visitors. Since parking costs amount to between $15.00 to $40.00 per month for each motor vehicle commuter employee, the effective salary reduction is appreciable.

2. Availability of Transportation

a. All means of public transportation - rail, air, bus - are within a maximum of twenty minutes travel time from the Navy Building to the terminals. Local rapid transit system is available at the door of the building. Further, one may travel to the vast majority of the activities serviced without change of conveyance. This may not be said of any other Engineering Field Division city.

b. All of the indicated major naval activities may be reasonably reached within one day's travel time by motor vehicle. This may not be said of any other division city.

3. Technical Resources and Professional Services

a. Boston has an unmatched concentration of technical resources, such as, universities, technical schools, engineering and architectural firms and research laboratories, all within easy commuting distance of Boston. There is also a concentration of professional, technical and administrative personnel for recruitment in all fields of operations.

4. Proximity to Other Facilities

a. Boston is closer to the largest concentration of US Navy and private ship repair and construction facilities on the east coast of the United States.

5. Decentralization

a. Finally, it is understood that it is the policy of the Government to be decentralized from Washington which is in conflict with the proposal.

GENERAL INFORMATION

OFFICE SPACE

THE NAVY (FARGO) BUILDING AT 495 SUMMER STREET, BOSTON, MASS. IS OWNED BY THE NAVY AND IS OCCUPIED BY THE COMMANDANT AS WELL AS OTHER ACTIVITIES DIRECTLY UNDER HIS AREA OF COORDINATION, THIS BUILDING HAS AMPLE SPACE TO ACCOMMODATE THE CONSOLIDATED EFD OFFICES

PARKING FACILITES

THERE IS AMPLE NAVY-OWNED OFF-STREET PARKING FACILITIES FOR ALL VISITORS AND ALL NAVY BUILDING PERSONEL IN BOSTON

TRANSPORTATION

ALL MEANS OF PUBLIC TRANSPORTATION - RAIL, AIR, BUS - ARE WITHIN A MAXIMUM OF TWENTY MINUTES TRAVEL TIME FROM THE NAVY BUILDING IN BOSTON TO THE TERMINALS FURTHER, ONE MAY TRAVEL BY PUBLIC TRANSPORTATION TO ALL OF THE ACTIVITIES SERVICED WITHOUT CHANGE OF CONVEYANCE

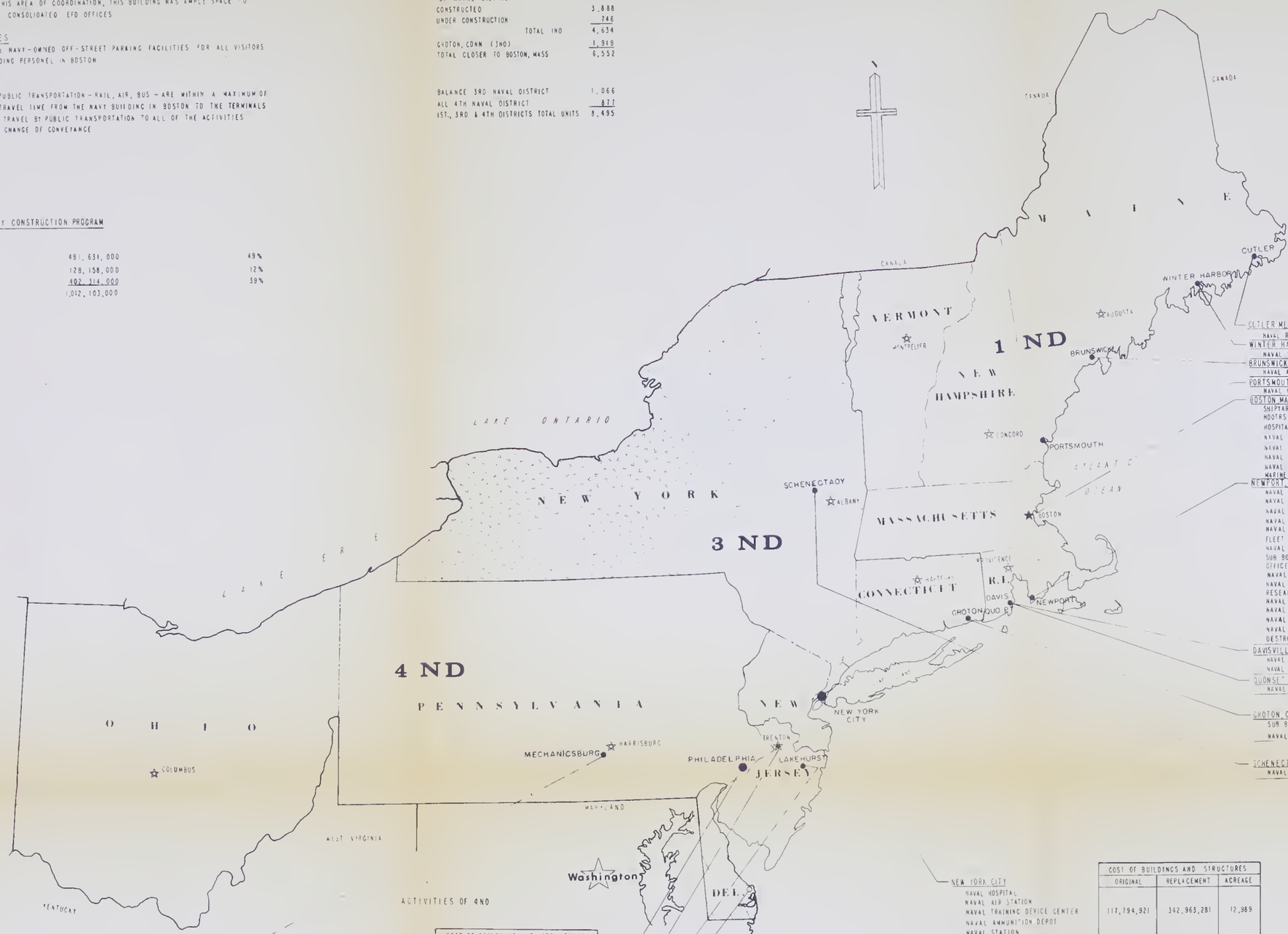
PROPOSED MILITARY CONSTRUCTION PROGRAM

MILCON	PORTION		
	ND 01	491, 631, 000	49%
	ND 03	128, 158, 000	12%
	ND 04	402, 314, 000	39%
TOTAL		1,012, 103,000	

NUMBER OF HOUSING UNITS

OSER TO BOSTON THAN NEW YORK CITY OR PHILADELPHIA

1ST NAVAL DISTRICT	
CONSTRUCTED	3,888
UNDER CONSTRUCTION	746
TOTAL IND	4,634
GROTON, CONN (3ND)	1,918
TOTAL CLOSER TO BOSTON, MASS	6,552
BALANCE 3RD NAVAL DISTRICT	1,066
ALL 4TH NAVAL DISTRICT	877
1ST., 3RD & 4TH DISTRICTS TOTAL UNITS	8,495



MAJOR ACTIVITIES CLOSER TO BOSTON THAN NEW YORK CITY OR PHILADELPHIA

	COST OF BUILDINGS AND STRUCTURES		
	ORIGINAL	REPLACEMENT	ACREAGE
CUTLER ME			
NAVAL RADIO STATION	63,786,001	77,821,367	3,000
WINTER HARBOR ME			
NAVAL SECURITY GROUP ACTIVITY	5,926,454	8,339,438	658
BRUNSWICK ME			
NAVAL AIR STATION	57,969,070	115,564,939	22,675
PORTSMOUTH NH (KITTERY ME)			
NAVAL COMPLEX	55,147,426	174,677,547	267
BOSTON MASS NAVAL BASE SHIPYARD HDQTRS 1ST NAVAL DISTRICT HOSPITAL & BLOOD RESEARCH LAB NAVAL STATION NAVAL AIR STATION, SO WEYMOUTH NAVAL COURIER SERVICE DET B NAVAL FINANCE OFFICE MARINE BARRACKS	165,443,000	661,727,516	6,109
NEWPORT, R.I NAVAL BASE NAVAL STATION NAVAL COMMISSARY STORE NAVAL DEGAUSSING STATION NAVAL PUBLIC WORKS CENTER NAVAL FINANCE OFFICE FLEET TRAINING CENTER NAVAL SUPPLY CENTER SUB BOARD OF INSPECTION OFFICERS CANDIDATE SCHOOL NAVAL COMMUNICATION STATION NAVAL UNDERWATER WEAPONS RESEARCH & ENGINEERING STATION NAVAL HOSPITAL NAVAL WAR COLLEGE NAVAL JUSTICE SCHOOL NAVAL SCHOOLS COMMAND DESTROYER SCHOOL	135,279,094	469,398,212	2,876
DAVISVILLE, R.I.			
NAVAL CONSTR BATTALION CTR NAVAL CONSTR TRAINING UNIT	34,026,363	83,143,467	1,933
QUONSET POINT, R.I.			
NAVAL AIR STATION	95,042,918	292,902,811	3,242
TOTAL IND	613,220,326	1,883,575,297	40,760
GROTON, CONN. NAVAL BASE (3ND) SUB BASE			
NAVAL UNDERWATER SOUND LAB.	82,319,293	164,566,618	1,074
NEW ENGLAND TOTAL	695,539,619	2,048,141,915	41,834
SCHENECTADY N.Y			
NAVAL SUPPLY DEPOT	14,412,373	42,493,330	246
GRAND TOTAL	709,951,992	2,090,635,245	42,080

ACTIVITIES OF 4ND

	COST OF BUILDINGS AND STRUCTURES		
	ORIGINAL	REPLACEMENT	ACREAGE
PHILADELPHIA, PA NAVAL BASE NAVAL HOSPITAL NAVAL PUBLICATION & FORMS CTR NAVAL SHIPYARD NAVAL AIR ENG CTR NAVAL AIR DEVELOPMENT CTR NAVAL AIR STATION	252,037,374	831,801,932	2,667
TRENTON, N.J.			
NAVAL AIR PROPULSION TEST CTR	43,474,785	68,049,648	68
LAKEHURST, N.J.			
NAVAL AIR STATION	70,791,960	169,557,190	7,413
LEWES, DEL			
NAVAL FACILITY	3,879,285	9,444,623	602
MECHANICSBURG, PA			
NAVAL SUPPLY DEPOT	50,685,141	152,244,861	849
TOTAL 4ND	420,868,545	1,231,098,254	11,589

	COST OF BUILDINGS AND STRUCTURES		
	ORIGINAL	REPLACEMENT	ACREAGE
NEW YORK CITY NAVAL HOSPITAL NAVAL AIR STATION NAVAL TRAINING DEVICE CENTER NAVAL AMMUNITION DEPOT NAVAL STATION	117,794,921	342,963,281	12,989

IND EMPLOYEES' COMMITTEE

CONSOLIDATION PROPOSAL

BOSTON, MASS

17 SEP 1969

Armed Services 2

Office
617-542-5100 X235 & X237

Home
617-643-2719

FIRST NAVAL DISTRICT EMPLOYEES' COMMITTEE
ARTHUR J. O'LEARY, Chairman
75 Jason Street, Arlington, Massachusetts 02174

October 27, 1969

The Honorable Hastings Keith
Rayburn House Office Building, Room 2344
Washington, D.C. 20510

My dear Mr. Keith:

As indicated in the attached brief, it is proposed to disestablish the Northeast Division of the Naval Facilities Engineering Command by consolidating the Division offices at Boston, New York, Philadelphia, Chicago and Washington, D. C. with the consolidated headquarters to be located in Washington, D. C.

We strenuously object to the disestablishment of the Northeast Division and insist that no useful purpose will be served by such a plan. We do say that if the consolidated headquarters were located in Boston then the interest of efficiency and economy would be best served. The attached brief explains our position in detail.

As of October 13, 1969, thirty-six employees of the Northeast Division were adversely effected as a result of a reduction-in-force action. As of October 22, 1969, as indicated in the attached memorandum of that date to "All Hands", the Commanding Officer of the Northeast Division advises that a reduction-in-force in the range of 35 to 40 more employees will be required. This will reduce the personnel employed by the Office to 141 persons. To arbitrarily reduce the staff of an office which may ultimately become the consolidated headquarters of a district is beyond our comprehension. It would appear to be more prudent to make a final determination as to the location of the consolidated office, after the consideration of all arguments, before instituting adverse personnel action.

We earnestly request you to expend every appropriate effort to accomplish the purpose set forth in the attached brief. To say the least, an investigation into the matter appears warranted.

Sincerely yours,

Arthur J. O'Leary

Arthur J. O'Leary
Chairman

Encl.

Armed Services 3 AS/Preparedness/~~Manpower/Reserves~~ Facilities/ Other AFB

DEPARTMENT OF THE AIR FORCE
WASHINGTON 20330

OFFICE OF THE SECRETARY

FEB 23 1971

Dear Mr. Keith:

The Secretary has asked me to inform you of recent decisions affecting the Air National Guard (ANG) and the United States Air Force Reserve (USAFR) forces.

We have continually reviewed our tactical requirements to insure that maximum operational and economical benefits are obtained from the ANG and USAFR as well as the active units. Recent changes in the composition of our forces at our overseas locations and within the continental United States have provided resources for additional modernization of the reserve components.

Attached is a Fact Sheet which outlines each scheduled unit action.

The aircraft currently assigned to these organizations that are not required by other ANG or USAFR units will be retired from the Air Force inventory. At locations where minor manpower changes will be necessary, every effort will be made to provide continued reserve participation and employment.

Shortly after this letter is delivered to your office we plan to notify the news media. If you would like additional information concerning this matter, please let us know.

Sincerely,

MERVIN G. GETTY, Colonel, USAF
Deputy Chief, Plans Group
Legislative Liaison

Attachment

Honorable Hastings Keith

House of Representatives

FACT SHEET

Air National Guard and Air Force Reserve Units Which Will Be Realigned

ANG

Birmingham Municipal Airport, Alabama

The 117th Tactical Reconnaissance Group will convert from RF-84 to RF-4 aircraft in the Spring of 1971.

Dannelly Field, Montgomery, Alabama

The 187th Tactical Reconnaissance Group will convert from RF-84 aircraft to RF-4 aircraft in the Summer of 1971.

Bradley Field, Windsor Locks, Connecticut

The 103rd Fighter Group and subordinate units will reorganize in the Summer of 1971 as a tactical fighter organization and convert from F-102 aircraft to F-100 aircraft.

Greater Wilmington Airport, Delaware

The 166th Military Airlift Group and subordinate units will reorganize to tactical airlift and convert from C-97 aircraft to C-130 aircraft in the Summer of 1971.

Capital Airport, Springfield, Illinois

The 183rd Tactical Fighter Group will convert from F-84 aircraft to F-4 aircraft in the Summer of 1971.

Fort Wayne Municipal Airport (Baer Field), Indiana

The 122nd Tactical Fighter Group will convert from F-84 aircraft to F-100 aircraft in the Summer of 1971.

Andrews Air Force Base, Camp Springs, Maryland

The 113th Tactical Fighter Group will convert from F-100 aircraft to F-105 aircraft in the Summer of 1971.

Martin Marietta Airport, Baltimore, Maryland

The 135th Special Operations Group and subordinate units will reorganize to tactical air support and convert from HU-16/U-10 aircraft to U-3/O-2 aircraft in the Summer of 1971.

Otis Air Force Base, Falmouth, Massachusetts

The 102nd Tactical Fighter Group will convert from F-84 aircraft to F-100 aircraft in the Summer of 1971.

Selfridge Air Force Base, Mount Clemens, Michigan

The 127th Tactical Reconnaissance Group will convert from RF-84F aircraft to RF-101 aircraft in the Spring of 1971 followed by the conversion of the 191st Tactical Reconnaissance Group to RF-101 aircraft in the Fall of 1971.

W. K. Kellogg Regional Airfield, Michigan

The 110th Tactical Reconnaissance Group and subordinate units will reorganize to tactical air support and convert from RB-57 aircraft to U-3/O-2 aircraft in the Summer of 1971.

Douglas Municipal Airport, Charlotte, North Carolina

The 145th Military Airlift Group and subordinate units will reorganize to tactical airlift and convert from C-124 aircraft to C-130 aircraft in the Summer of 1971.

Theodore F. Green Municipal Airport, Providence, Rhode Island

The 143rd Special Operations Group will exchange the eight HU-16 aircraft presently assigned for eight C-119 aircraft in the Summer of 1971.

USAFR

Luke Air Force Base, Litchfield Park, Arizona

The 302nd Aerospace Rescue and Recovery Squadron will reorganize in the Summer of 1971 and convert from HU-16 aircraft to HH-34 helicopters.

Homestead Air Force Base, Florida

The 301st Aerospace Rescue and Recovery Squadron will reorganize in the Summer of 1971 and convert from HU-16 aircraft to HH-34 helicopters.

Dobbins Air Force Base, Marietta, Georgia

The 445th Military Airlift Wing Headquarters will inactivate in place in the Summer of 1971 due to reorganization of USAFR unit structure. The 918th Military Airlift Group will not be affected by this action.

Andrews Air Force Base, Camp Springs, Maryland

The 459th Military Airlift Wing, 909th Military Airlift Group and subordinate units will reorganize in the Summer of 1971 as a tactical airlift organization and convert from C-124 aircraft to C-130 aircraft.

Selfridge Air Force Base, Mount Clemens, Michigan

The 403rd Composite Wing, 927th Tactical Air Support Group and subordinate units will reorganize in the Summer of 1971 as a tactical airlift organization and convert from U-3 aircraft to C-130 aircraft.

Richards Gebaur Air Force Base, Grandview, Missouri

The 442nd Military Airlift Wing, 935th Military Airlift Group and subordinate units will reorganize in the Summer of 1971 as a tactical airlift organization and convert from C-124 aircraft to C-130 aircraft.

Youngstown Municipal Airport, Ohio

The 910th Tactical Air Support Group and subordinate units will reorganize in the Summer of 1971 to a special operations organization and convert from U-3 aircraft to A-37 aircraft.

Portland International Airport, Oregon

The 304th Aerospace Rescue and Recovery Squadron will reorganize in the Summer of 1971 and convert from HU-16 aircraft to HH-34 helicopters.

Carswell Air Force Base, Fort Worth, Texas

The 512th Military Airlift Wing Headquarters will inactivate in place in the Summer of 1971 due to reorganization of the USAFR unit structure. The 916th Military Airlift Group will not be affected by this action.

Kelly Air Force Base, San Antonio, Texas

The 433rd Military Airlift Wing, 921st Military Airlift Group and subordinate units will reorganize in the Summer of 1971 as a tactical airlift organization and convert from C-124 aircraft to C-130 aircraft.

AS/Preparedness/Facilities/Ott's AFB

DEPARTMENT OF THE AIR FORCE
WASHINGTON 20330

OFFICE OF THE SECRETARY

AS 4.1

2 MAR 1971

Dear Mr. Keith:

The Secretary has asked me to inform you of recent decisions affecting the Aerospace Defense Command (ADC).

Beginning this spring, we plan to further realign the operational elements and the command and control activities of the ADC. This reorganization is part of a phased modernization of our air defense system. Accordingly, we have attached a fact sheet which outlines the planned actions.

Placement assistance will be provided throughout the Department of Defense to any career employees who may be adversely affected by these actions.

Upon request, the Office of Economic Adjustment within the Department of Defense stands ready to assist the local community leadership where adverse economic impact will occur as the result of a reduction of a facility.

Forty-eight hours after this letter is delivered to your office we plan to notify the news media.

Sincerely,

JOHN C. GIRAUDO
Major General, USAF
Director, Legislative Liaison

Attachment

Honorable Hastings Keith

House of Representatives

Aerospace Defense Command (ADC) Realignments

To provide the most effective posture for the Strategic Defensive Forces, the concept of basing for a reduced force has been changed during the past several years from one entailing broad coverage of the United States to one involving predominantly a perimeter defense along the northern border, and the eastern and western coastal regions. This concept takes into consideration the range limitations of the reduced fighter aircraft inventory and consideration of the best locations to provide identification and/or counteraction to an aggressor threat. This is also why geographic location is the most important factor in the selection of bases for the defensive forces (both the main operating bases and the dispersed operating bases) to provide the best possible operational effectiveness and mission performance. Bases for Air National Guard air defense units also must be located where they fill gaps in air defense coverage by the active units.

In keeping with the concept of a peripheral defense, we intend to realign our active air defense F-106 units. Also, during fiscal year 1972, the three remaining ADC F-101 Fighter Interceptor Squadrons in the active force will be inactivated. These aircraft will be transferred to the Air National Guard to continue modernization of these air defense forces and to replace some of the older and less capable F-102 aircraft.

Facility Name	Action	Date	Personnel Changes
Fresno Air Terminal, Calif.	Inactivate the ADC Dispersed Operating Base.	By 30 Jun 71	- 147 Mil - 6 Civ
Siskiyou County Airport, Calif.	Inactivate the ADC Dispersed Operating Base.	By 30 Jun 71	- 188 Mil - 8 Civ
Bangor International Airport, Maine	Reduce the ADC Dispersed Operating Base.	By 30 Jun 71	- 176 Mil - 3 Civ
Otis AFB, Mass.	Inactivate the 60th Fighter Interceptor Squadron and its F-101 aircraft. Activate an ADC Dispersed Operating Base.	By 30 Jun 71	- 491 Mil - 11 Civ
K. I. Sawyer AFB, Michigan	Inactivate the 62nd Fighter Interceptor Squadron and its F-101 aircraft and transfer in the 87th Fighter Interceptor Squadron with F-106 aircraft from Duluth International Airport, Minnesota.	By 30 Jun 71	+ 69 Mil + 12 Civ
Phelps-Collins Airport, Michigan	Reduce the ADC Dispersed Operating Base.	By 31 Mar 71	- 127 Mil - 1 Civ
Duluth International Airport, Minnesota	Transfer the 87th Fighter Interceptor Squadron with F-106 aircraft to K. I. Sawyer AFB, Michigan. Maintain Dispersed Operating Base facilities. Convert the 148th Fighter Group (Air National Guard) from F-102 to F-101 aircraft.	By 30 Jun 71	- 755 Mil - 51 Civ

AS43

Facility Name	Action	Date	Personnel Changes
Lewistown AFS, Montana	Collocate the ADC radar squadron with FAA radar at Malmstrom AFB, Montana, and close the facility.	By 30 Jun 71	- 108 Mil - 22 Civ
Logan Field, Montana	Reduce the ADC Dispersed Operating Base.	By 31 Mar 71	- 117 Mil - 1 Civ
Malmstrom AFB, Montana	Activate the 801st Radar Squadron to operate with the FAA radar station.	By 30 Jun 71	+ 84 Mil - 1 Civ
Atlantic City Airport, New Jersey	Reduce the ADC Dispersed Operating Base.	By 31 Mar 71	- 114 Mil - 1 Civ
Niagara Falls International Airport, New York	Inactivate the ADC Dispersed Operating Base. Transfer base to Air Force Reserve. Convert the 107th Fighter Group (Air National Guard) from F-100 to F-101 aircraft.	By 30 Jun 71	- 285 Mil + 1 Civ
New Hanover County Airport, N.C.	Reduce the ADC Dispersed Operating Base.	By 31 Mar 71	- 112 Mil - 1 Civ
Grand Forks AFB, North Dakota	Inactivate the 18th Fighter Interceptor Squadron with F-101 aircraft and transfer in the 460th Fighter Interceptor Squadron with F-106 aircraft from Kingsley Field, Oregon.	By 30 Jun 71	+ 76 Mil + 9 Civ

Facility Name	Action	Date	Personnel Changes
Kingsley Field, Oregon	Transfer the 460th Fighter Interceptor Squadron with F-106 aircraft to Grand Forks AFB, North Dakota. Establish an ADC Dispersed Operating Base.	By 30 Jun 71	- 960 Mil - 272 Civ
Portland International Airport, Oregon	Convert the 142nd Fighter Group (Air National Guard) from F-102 to F-101 aircraft.	By 30 Jun 71	
Spokane International Airport, Wash.	Activate an ADC Dispersed Operating Base.	By 30 Jun 71	+ 35 Mil
Walla Walla County Airport, Wash.	Reduce the ADC Dispersed Operating Base.	By 31 Mar 71	- 115 Mil - 2 Civ
Volk Field, Wisconsin	Reduce the ADC Dispersed Operating Base.	By 31 Mar 71	- 125 Mil - 1 Civ

A545

Armed Services
5.1

May 25, 1971

Mr. Herbert Jaynes
Grand Master
The Most Worshipful Grand
Lodge Masonic Temple
186 Tremont St.
Boston, Mass.

Dear Herb;

Just a note to let you know that I have been advised that the Dept. of the Air Force is investigating your inquiry concerning the closing of Leonard Wood Lodge #105 on Clark Air Force Base.

When I have their findings I will notify you immediately.

HK:cm

Sincerely,

Hastings Keith
Member of Congress

May 23, 1971

Mr. Herbert Layne
Owned Water
The Most Beautiful Island
Indian Summer Temple
130 Tremont St.
Boston, Mass.

Dear Herb;

Just a note to let you know that I have been advised that the Dept. of the Air Force is investigating your inquiry concerning the closing of Lawrence Gen'l Hdqs FIS? at Clark A.F. Force Base.

When I have more finalized I will notify you immediately.

Sincerely Yours,

Gustave Heinz
Member of Congress

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OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE
WASHINGTON, D. C. 20301

INTERNATIONAL SECURITY AFFAIRS

May 6, 1971

Honorable Hastings Keith
House of Representatives
Washington, D. C.

Dear Mr. Congressman:

This is to acknowledge receipt of your inquiry concerning closure of Leonard Wood Lodge #105 on Clark Air Force Base, dated May 3, 1971.

I have taken the liberty of forwarding your inquiry to the Office of Legislative Laison, Department of the Air Force.

Sincerely,

Peter R. Knaur

PETER R. KNAUR
Special Assistant for
Congressional Relations (MA&S)

cc: Office of Legislative Liaison
Department of the Air Force

5.3

OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE
WASHINGTON, D. C. 20301

INTERNATIONAL SECURITY AFFAIRS

May 6, 1971

Honorable Hastings Keith
House of Representatives
Washington, D. C.

Dear Mr. Congressman:

This is to acknowledge receipt of your inquiry concerning closure of Leonard Wood Lodge #105 on Clark Air Force Base, dated May 3, 1971.

I have taken the liberty of forwarding your inquiry to the Office of Legislative Laison, Department of the Air Force.

Sincerely,

SIGNED

Herbert Jaynes

PETER R. KNAUR
Special Assistant for
Congressional Relations (MA&S)

cc: Office of Legislative Liaison
Department of the Air Force

Armed Services
16.1

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
First Coast Guard District
J. F. Kennedy Federal Bldg.
Government Center
Boston, Mass. 02203
Tel: 617-223-3632

5730

22 OCT 1971
Oct. 25

Honorable Hastings Keith
House of Representatives
Washington, D. C. 20515

Dear Mr. Keith:

This is in response to an inquiry on 19 October 1971 from Mr. William Burpee of your office concerning several items of aids to navigation in the Buzzards Bay, Nantucket Sound area.

The first question concerned the feasibility of installing a fog signal at the entrance to Cuttyhunk Harbor. This has been investigated this past summer. At the present time, the only fog signal suitable for such an installation is an electronic oscillator fog signal with an audio range of ½ mile. For such an installation as this, it would be necessary to leave the fog signal running continuously, as the only means of control would be a fog detector which, because of the high cost, can be justified only for major lights. The majority of the population on Cuttyhunk Island, particularly the summer residents, would all be within the audio range of this signal; and we feel certain the noise would be objectionable. There is a bell buoy located 250 yards from the end of the breakwater. There have been no serious boating accidents because of fog reported in this area; therefore, it is felt that this bell buoy adequately serves the need of boating in this area.

The second item was a request for a status of the demoliton of the wreck on Horseshoe Shoal off Hyannis which was the scene of the recent boating accident and drowning. At the present time, the U. S. Navy is attempting to demolish that part of the wreck that protrudes above the floor of the ocean. It is intended to leave the wreck buoy in its present location, since here it does serve to mark a safe passage past the shoal and at the same time will be a continuous reminder that this wreck is buried under the sand in case a storm or other incident uncovers the wreck in the future.

The third item concerned Gardners Rock which is located between Great Rock Beacon and Gong Buoy 4 off the entrance to Hyannis Harbor. It is felt that the gong buoy and the beacon adequately mark Gardners Rock and that no further aids are required in this area. The matter was

C.2

22 OCT 1971

discussed with the Hyannis Harbor Master; and he states that there were several groundings on this rock this summer, but he does not consider that any further aids are required and considers that there are adequate aids in the area. This is not a wreck but is a rock; and, therefore, its removal as a menace to navigation would be under the jurisdiction of the Corps of Engineers.

I share your concern that adequate navigational aids are provided to meet the needs of the community. If the Coast Guard can provide any additional information or be of further assistance, please feel free to call.

Sincerely,

JOHN B. SPEAKER, JR.
Captain, U. S. Coast Guard
Acting Commander, First Coast Guard District

[illegible]

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
400 SEVENTH STREET SW.
WASHINGTON, D.C. 20590
PHONE: 202-426-1394

file AS 7.1

(PTP-1/72)

1500
10 FEB 1972

Honorable Hastings Keith
House of Representatives
Washington, D. C. 20515

Dear Mr. Keith:

This is in response to the question you raised at recent hearings concerning instruction given to Coast Guard cadets on the subject of the Law of Political Asylum and Defectors. In the regular Academy curriculum, several courses provide a general background and framework for an understanding of questions of international law. All cadets are required to complete a three semester-hour course in American History, a three semester-hour course in Principles of American Government, and a three semester-hour course in Jurisprudence. In addition, several elective courses, such as the History of American Diplomacy and Foreign Policy, and International Relations, consider related problems. Other elective courses specifically discussing the Law of Asylum, are intended to develop in the cadets historical perspective and political awareness.

It is in the mandatory course in Jurisprudence, "Law I," however, that first class cadets receive specific instruction in the Law of Asylum and Defectors. This subject is placed immediately after that portion of the course dealing with international law jurisdiction, since the concepts of asylum and jurisdiction are closely related.

The basis of instruction is a ten page reading assignment in the Law I text. Three pages are devoted to the development of the historical position of the United States with regard to asylum, three pages are concerned with the provisions of the 1951 Geneva Convention on the Status of Refugees, and four pages are a reprint of DOT INSTRUCTION 1240.1 - "Interim Procedures for Handling Requests for Asylum Made by Foreign Nationals."

Class discussion includes the jurisdictional basis for the law of asylum, the differences in the United States and Latin American positions regarding asylum, legal principles of deportation and extradition (including discussion of political and non-political crimes), provisions of Coast Guard Regulations, proper agencies within the U. S. Government to make decisions regarding requests for asylum, and detailed discussion of the provisions of DOT INST 1240.1.

Students are also given a practical problem dealing with the law in this area. This problem is worked out in class, with some form of role-playing

AS 7.2

10 FEB 1972

Subj: Reply to Congressman Keith's question raised at recent hearings concerning instruction given to Coast Guard cadets on the subject of the Law of Political Asylum and Defectors

by the students, either in the form of a board of investigation or as an international commission convened to settle the various complications arising from the problem.

It is hoped that this information answers your question.

Sincerely,

C. R. BENDER
Admiral, U. S. Coast Guard
Commandant

Encl: (1) DOT INSTRUCTION 1240.1 - "Interim Procedures for Handling Requests for Asylum Made by Foreign Nationals"

Department of Transportation
Office of the Secretary
Washington, D.C.

ORDER

DOT 1240.1

4/26/71

SUBJECT: INTERIM PROCEDURES FOR HANDLING REQUESTS FOR ASYLUM MADE BY FOREIGN NATIONALS

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1. PURPOSE. This order promulgates Departmental procedures for dealing with requests for asylum made by foreign nationals.

2. APPICABILITY. This order applies to all requests for asylum received by officials of the Department.

   a. When such requests arise within U.S. territorial jurisdiction (including territorial seas and airspace and territories and possessions) or in international waters or airspace, the policy and procedures set out in paragraph 3 below will be employed.

   b. When such requests arise within foreign territorial jurisdiction (including territorial seas and airspace), the policy and procedures set forth in paragraph 4 below will be employed.

3. CASES WITHIN U.S. TERRITORIAL JURISDICTION OR IN INTERNATIONAL WATERS OR AIRSPACE.

   a. Policy Background. In accordance with American tradition and practice, foreign nationals who request asylum from a United States Government official within U.S. territorial jurisdiction or in international waters or airspace will be given full opportunity to have their requests considered by appropriate authorities. Because of the wide variety of circumstances which may be involved, requests for asylum must be dealt with on a case-by-case basis, taking into account, among other factors, humanitarian principles, foreign policy considerations and applicable law.

   The United States is a party to the United Nations Protocol Relating to the Status of Refugees, which incorporates by reference all of the substantive articles of the 1951 Convention Relating to the Status of Refugees. Article 33 of the Convention reads as follows:

   "1. No Contracting State shall expel or return ('refouler') a refugee in any manner whatsoever to the frontiers of

---

DISTRIBUTION: All Secretarial Offices
All Operating Administrations
National Transportation Safety Board (info)

OPI: Office of International Programs

ENCLOSURE (1)

territories where his life or freedom would be threatened on account of his race, religion, nationality, membership of a particular social group or political opinion.

"2. The benefit of the present provision may not, however, be claimed by a refugee whom there are reasonable grounds for regarding as a danger to the security of the country in which he is, or who, having been convicted by a final judgment of a particularly serious crime, constitutes a danger to the community of that country."

The United States construes the word "territories" in paragraph 1 of the foregoing quotation to include a ship or aircraft of a foreign State.

As a party to the Protocol, the United States has an international treaty obligation for meticulous implementation of Convention Article 33.

b. Procedures.

(1) Whenever a foreign national makes a request for asylum to an official of the Department within U.S. territorial jurisdiction or in international waters or airspace, that official will notify the head of the operating administration concerned by the fastest available means. Amplifying reports will be made on an urgent basis as further information becomes available.

(2) The head of the operating administration concerned will:

(a) assure that initial notification and amplifying reports are relayed immediately to the Operations Center of the Department of State with a request for immediate guidance and a determination regarding the granting of asylum;

(b) assure that copies of all notifications and reports made to, and all inquiries, guidance, and determinations received from, the Department of State are delivered promptly to the Executive Secretary (S-10) and to the Assistant Secretary for Policy and International Affairs (TPI-1) or his designee.

(3) The determination of whether or not a foreign national will be granted asylum involves complex factual and legal considerations. Accordingly, any person seeking asylum will be interviewed

immediately to ascertain as fully as possible the basis for the request for asylum and to establish its bona fide nature. All information will be forwarded as rapidly as possible by means of amplifying reports to permit the prompt development of guidance and to expedite a final determination by the Department of State.

(4) If, in seeking asylum, the foreign national has placed himself under U.S. jurisdiction or control, he should under no circumstances be returned to foreign jurisdiction or control without specific guidance from the Department of State. Persons seeking asylum should be afforded all reasonable care and protection permitted by the circumstances.

(5) If it appears that the person requesting asylum may be subject to prosecution for piracy or aircraft hijacking in connection with his entry into U.S. jurisdiction, the Departmental officer receiving the request should immediately notify the nearest Federal law enforcement authority.

4. CASES WITHIN FOREIGN TERRITORIAL JURISDICTION.

a. Policy Background. It is the policy of the United States not to grant asylum at its units or installations within the territorial jurisdiction of a foreign State. Departures from this policy are made only in the most extreme or exceptional circumstances. However, temporary refuge may be granted where the life or safety of a person is in danger.

b. Procedures.

(1) If a request for asylum is made to an official of the Department, whether by a national of the host country or of another State, that official will seek the guidance of the U.S. Embassy or the nearest U.S. consulate by the fastest available means. Concurrently, the official shall report the situation in the manner described in paragraph 3.b.(1) to the head of the operating administration concerned, who shall follow the procedures set out in paragraph 3.b.(2).

(2) If and for so long as the situation may require, or until the authorities of the foreign jurisdiction can afford protection, a Departmental official may grant temporary refuge and make reasonable efforts on humanitarian grounds to protect an individual against immediate physical danger (e.g., from mob action).

(3) The Departmental official is authorized to follow any additional general or specific guidance which may be furnished from time to time by the U.S. Embassy.

5. INTERNAL PROCEDURES AND SUPPORTING DIRECTIVES. The Assistant Secretary for Policy and International Affairs will prescribe such further internal notification and procedural measures, consistent with the procedures above, as may be required. Copies of such instructions will be furnished to the heads of the operating administrations. Copies of any directives issued by the operating administrations in support of this order shall be furnished to the Assistant Secretary for Policy and International Affairs and the Assistant Secretary for Administration.

6. REVISION OF PROCEDURES. These procedures are of an interim nature, and are subject to revision upon completion of a current interagency review.

John A. Volpe
Secretary of Transportation

AS 7.7

202-426-1394

1500
10 FEB 1972

Honorable Hastings Keith
House of Representatives
Washington, D. C. 20515

Dear Mr. Keith:

This is in response to the question you raised at recent hearings concerning instruction given to Coast Guard cadets on the subject of the Law of Political Asylum and Defectors. In the regular Academy curriculum, several courses provide a general background and framework for an understanding of questions of international law. All cadets are required to complete a three semester-hour course in American History, a three semester-hour course in Principles of American Government, and a three semester-hour course in Jurisprudence. In addition, several elective courses, such as the History of American Diplomacy and Foreign Policy, and International Relations, consider related problems. Other elective courses specifically discussing the Law of Asylum, are intended to develop in the cadets historical perspective and political awareness.

It is in the mandatory course in Jurisprudence, "Law I," however, that first class cadets receive specific instruction in the Law of Asylum and Defectors. This subject is placed immediately after that portion of the course dealing with international law jurisdiction, since the concepts of asylum and jurisdiction are closely related.

The basis of instruction is a ten page reading assignment in the Law I text. Three pages are devoted to the development of the historical position of the United States with regard to asylum, three pages are concerned with the provisions of the 1951 Geneva Convention on the Status of Refugees, and four pages are a reprint of DOT INSTRUCTION 1240.1 - "Interim Procedures for Handling Requests for Asylum Made by Foreign Nationals."

Class discussion includes the jurisdictional basis for the law of asylum, the differences in the United States and Latin American positions regarding asylum, legal principles of deportation and extradition (including discussion of political and non-political crimes), provisions of Coast Guard Regulations, proper agencies within the U. S. Government to make decisions regarding requests for asylum, and detailed discussion of the provisions of DOT INST 1240.1.

Students are also given a practical problem dealing with the law in this area. This problem is worked out in class, with some form of role-playing

[illegible]

[illegible]

10 FEB 1972

Honorable Leahy's Faith
House of Representatives
Washington, D. C. 20515

Dear Mr. Leahy:

This is in response to the question you raised at recent hearings concerning the material which is found there which is the subject of the Law of Political Asylum and Deportation. In the regular academic curriculum, several courses provide a general background and framework for an understanding of problems of international law. All students are required to complete a three semester-hour course in American History, a three semester-hour course in Political of American Government, and a three semester-hour course in Jurisprudence. In addition, several elective courses, such as the History of American Diplomacy and Foreign Policy, and International Relations, consider related problems. Other elective courses treat directly the meaning for law of rights, and interest to develop in the student historical perspective and political understanding.

It is in this secondary course in Jurisprudence that, I, however, that first close reader receive specific instruction in the law of asylum and deportation. This subject is taught immediately after that portion of the course dealing with international law proliferation, since the concepts of asylum and jurisdiction are closely related.

The basis of instruction is a two page reading assignment in the Law Department. These pages are devoted to the development of the historical position of the United States with respect to asylum. These pages are concerned with the provisions of the 1952 Act, convention on the rights of refugees, and four pages are a reprint of DOT INSTRUCTION 1200.1 — "Asylum Procedures for Immigrant Requests for Asylum Made in Foreign Countries."

Class discussion includes the jurisprudential basis for the law of asylum, the difference in the United States and Latin American conditions regarding asylum, legal rights of deportation and extradition (including discussion of political and non-political crimes), provisions of Court Round Regulations, process available within the U. S. Government to make decisions regarding requests for asylum, and detailed discussion of the provisions of DOT INST 1200.1.

Students are also given a practical problem dealing with the law in this area. This problem is worked out in class, with some from of role-playing

A-7.8

10 FEB 1972

Subj: Reply to Congressman Keith's question raised at recent hearings concerning instruction given to Coast Guard cadets on the subject of the Law of Political Asylum and Defectors

by the students, either in the form of a board of investigation or as an international commission convened to settle the various complications arising from the problem.

It is hoped that this information answers your question.

Sincerely,

C. R. BENDER
Admiral, U. S. Coast Guard
Commandant

Encl: (1) DOT INSTRUCTION 1240.1 - "Interim Procedures for Handling Requests for Asylum Made by Foreign Nationals"

Follow up mid-May.

April 20, 1972

The Board of Selectmen
Town of Bourne
Bourne, Massachusetts 02532

Gentlemen:

This is in further reference to your letter of 15 March requesting my assistance in haveing a Naval ship visit Bourne on the Weekend of August 11-13 or August 18-20.

Enclosed please find a copy of a letter from Admiral Mayo written by direction of Admiral Zumwalt, the Chief of Naval Operations. In view of the lead time involved, I believe that the Town's chances are good.

I will maintain my contact with Admiral Mayo's office and will be in further touch with you as soon as there is any additional information to report.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:bbd

April 20, 1972

The Board of Selectmen
Town of Tewksbury
Tewksbury, Massachusetts 01876

Gentlemen:

This is in further reference to your letter of 13 March requesting an assistant in developing a naval ship yard with Tewksbury as the location of housing [illegible] or houses 12-15.

Enclosed please find a copy of a letter from Senator Tunney written to Congressman [illegible] Chief of Naval Operations. In view of the local [illegible] involved, I believe that the town's [illegible] is good.

I will maintain my contact with Admiral [illegible]'s office and will be in further touch with you as soon as there is any additional information to report.

Sincerely,

DOUGLAS WILKE
Member of Congress

dw:bbc

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, D.C. 20350

IN REPLY REFER TO

14 APR 1972

Honorable Hastings Keith
House of Representatives
Washington, D.C. 20515

Dear Mr. Keith,

Admiral Zumwalt has asked that I investigate the availability of a ship to visit Bourne, Massachusetts in August.

As you requested in your letter of March 31st, I have asked the Commander in Chief, U.S. Atlantic Fleet to consider scheduling a ship for either the weekend of August 11-13 or August 18-20. This item will be considered at the scheduling conference to be held in a few weeks. Results should be available by mid-May.

When a final determination is made, Admiral Zumwalt will promptly inform you.

Sincerely,

J. O. Mayo

J.O. MAYO
Rear Admiral, USN
Director
Fleet Readiness, Liaison and
Command Information Support Division
By direction of the Chief of Naval Operations

ADMIRA: ELMO R. ZUMWALT, JR.

March 31, 1972

Chief Of Naval Operations
Admiral Elmo R. Zumwalt, Jr.
Room 4E660
Pentagon, Washington, D.C. 20350

Dear Admiral Zumwalt:

The Town of Bourne, Massachusetts recently requested my assistance in having a Naval ship visit Bourne on the weekend of August 11-13 or August 18-20.

As a community located on the Cape Cod Canal, the towns-people as well as visitors, look forward to this annual visit. Any cooperation your good offices could extend to us in this matter would be greatly appreciated.

I thank you in advance for your good help and consideration in this matter and look forward to your reply.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:swb

MEMORANDUM OF CALL

TO:

☐ YOU WERE CALLED BY— ☐ YOU WERE VISITED BY—

OF (Organization)

☐ PLEASE CALL → PHONE NO. CODE/EXT.

☐ WILL CALL AGAIN ☐ IS WAITING TO SEE YOU

☐ RETURNED YOUR CALL ☐ WISHES AN APPOINTMENT

MESSAGE

S 7124
LCDR Harmon

RECEIVED BY	DATE	TIME

STANDARD FORM 63
REVISED AUGUST 1967
GSA FPMR (41 CFR) 101-11.6

GPO : 1969—o48—16—80341-1 332-389

63-108

AS 8.5

BOURNE SELECTMEN

PUB ACT

March 31, 1972

The Board of Selectmen
Town of Bourne
Bourne, Massachusetts 02532

Gentlemen:

Thank you for the recent letter requesting my assistance in having a Naval ship visit Bourne on the weekend of August 11-13 or August 18-20.

I have recently contacted Admiral Elmo Zumwalt, Jr., the Chief of Naval Operations, asking the aid of his good offices in this matter. Hopefully, we will be successful as in years past.

As soon as I have something to report, I will be in further touch with you.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:swb

FOURTH SELECTMEN

FOR ACT

March 31, 1972

The Board of Selectmen
Town of Bourne
Bourne, Massachusetts 02532

Gentlemen:

Thank you for the recent letter requesting my assistance in having a Naval ship visit Bourne on the weekend of August 11-13 or August 18-20.

I have recently contacted Admiral Elmo Zumwalt, Jr., the Chief of Naval Operations, asking the aid of his good offices in this matter. Hopefully, we will be successful as in years past.

As soon as I have something to report, I will be in further touch with you.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:mb

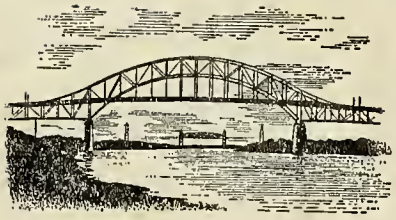
AS 6

TOWN OF BOURNE

BOARD OF SELECTMEN

BOURNE, MASS. 02532

TEL. 759-4486 OR 4487



~~PHILIP T. SANFORD, CHAIRMAN~~
ERNEST H. FORNI
JEREMIAH F. CAHIR , Chairman
Barry H. Johnson

March 15, 1972

33 66

Congressman Hastings Keith
House of Representatives
Washington, D.C.

Dear Congressman Keith:

The Town of Bourne would appreciate having a Naval Ship visit Bourne on the weekend of August 11-13 or August 18-20.

The townspeople, as well as the visitors look forward to this yearly visit. Any cooperation you can extend to us in this matter will be greatly appreciated.

With kindest personal regards, we remain

Very truly yours,

Jeremiah F. Cahir
Ernest H Forni
Barry H. Johnson
Board of Selectmen

njs

(new file?)
AS 9.1

April 21, 1972

Mr. Stewart Wilson
Lt. Colonel, USA (Ret.)
Schooner Brilliant
Mystic Seaport
Mystic, Connecticut 06355

Dear Mr. Wilson:

Thank you for your recent letter requesting my assistance in having the new Coast Guard ice breaker named after your stepfather, the Late Captain Floyd M. Soule. Based on what you have told me, I can think of no better man after whome this ship should be named.

Therefore, I recently contacted the Coast Guard to see how matters of this nature are handled. The name for this new ice breaker will be selected by a panel, but as yet no such panel has been convened. In order to properly present and support the naming of the ship after Captain Soule, I have asked Coast Guard Congressiona Liaison to assemble the records of the Captain's long history on the Coast Guard.

As soon as I receive this information, I will be in further touch with you. Thanks again for writing. I particularly appreciate the boating tips and the brochure on the glass double ender. She's a rugged looking little boat that I would be interested in seeing. Your schooner and schedule look great - quite a way to spend the summer.

Please give my best to your Mother.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:ddb

I know Floyd personally - and will keep after this - I appreciated the manner in which your approach was made.
HK

April 15, 1977

Dr. Francis Allen
Dr. Conrad, Jan (Dean)
Andrews Hall
Special Services
Storrs, Connecticut 06268

Dear Dr. Allen:

Thank you for your recent letter, forwarded by Andrews Hall during his absence. Since the deadline passed after your letter, the case regarding Jack's status, based on your new information, I can hardly do justice to it. Letter which follows this only should be issued.

Practically, I personally appreciate the fact that you are aware of this matter and concerned. The case for this Jack Kerouac will be submitted at a reasonable, but as yet, unknown date. In order to properly measure and support the merits of the case, after careful study, I have asked Jack's Executive Director to assemble the records of the Jack's long history on the Cape Cod.

As soon as I receive this information, which is in process and will, I hope, shortly be in hand, I shall be in touch with you. Jack's case is a special location in the Cape Cod area, the location also and the decision on it is quite unique. That's a special location in the Cape Cod area I would be interested in seeing. This would, of course, be a unique land grant - quite a way to spend tax payers.

Thank you for your concern.

Sincerely,

I have spoke personally
and will keep the Director
informed of your concern with
this matter. HK

Hilary Kaiser
Director of Congress

HK/mc

13 April 1972
Mystic Conn

Dear Mr. Keith:

I was rather surprized to receive the letter from you dated March 22. I guess my mother talked to you or wrote you a letter.

On the day I was in conversation with her I mentioned your name. She is still a avid newspaper "gal". She never forgets.

Well here goes. I have never asked anyone for a favor. But in this case maybe some consideration from you.

It concerns my Step father Capt Floyd M. Soule, USCG (Ret) who passed away three years ago.

Soule

As you know doubt know, Floyd was tops in his field (ICE + ocean currents) while the Senior Oceanographer for the International Ice Patrol for over 30 years. In many years know his work and what I am asking, no doubt you will do your own research (If you are interested) with other people who know his (Floyds) contribution to the world, merchant marine, world commerce, & World War II Naval operations in the North Atlantic (Re: Ice movements, Ice Operations (etc etc)

Well it boils down to this —

The Coast Guard is now under consideration to build a super new Ice Breaker. Could this vessel be named for FLOYD SOULE

Could that Little "Tiger" Valpe be briefed for consideration in this request. I know in my heart that there would be no objection to naming it after Floyd. Maybe some Coast Guard regulation would need to be bent (etc)(etc). And Dept of Transportation Dept regulation sids steped. ——

I would just like to see this come true for my Mother and other people who held Floyd in high respect.

I'll leave the matter there. If no success I will understand. If success I will be surprised and delighted.

Inclosed is a picture of Bickford the Schooner I sail on out of Mystic 1st voyage 12 May for 4 days after June 15 its my Monday & Friday until the end of October.

Also inclosed is a rather nice Sloop/Cutter or Ketch 37 feet long which is a good sea boat, good cruiser and very comfortable for the two of you. I like it although I like wood this one is nice.

Also in Sunday New York Times boating section there are some excellent craft of the types you mentioned in your letter for sale. (Pearson 390 & Morgan 41.)

Also get your staff to get you on

the mailing list for SOUNDINGS
There are excellent things in this
Boating page.

I look forward to meeting
you and a brief conversation.
Keep Smiling and God Bless,

Sincerely yours,

Stewart H Wilson
Lt Col USA (Ret).

Schooner Brilliant
Mystic Seaport
Mystic, Conn. 06355

P.S: I would also consider a
U.S. Naval Vessel if the Coast
Guard cannot come through.
(although I am in no position
to consider)

Coast Guard.

AS10

April 28, 1972

April 27, 1972

Admiral Chester A. Bender
Commandant
United States Coast Guard
400 7th St., N.W.
Washington, D.C. 20591

Dear Admiral Bender:

The Coast Guard will soon be faced with the problem of naming its new ice breaker as authorized for fiscal year 1973. It is my understanding thata panel is to be selected for this specific prupose. I am writing you in this panel's absence to request that the new vessel be named after the late Captain Floyd M. Soule.

Captain Soule spent some 30 years in the Coast Guard, retiring in 1963. In 1945 he was awarded a Bronze Star for his brilliant and courageous duty in the Greenland area. From 1963 until his death in 1968, he was the Coast Guard's senior civilian oceanographer at the Woods Hole Oceanographic Institute. He was renowned for his expertise on ocean currents and ice.

I know of no better man after whom this new ice breaker should be named. The very nature of the vessel suggests that she be named after a man who has dedicated a large portion of his life to the study of sea ice. I would appreciate your attention to the matter and will be looking forward to your reply.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:bbk

April 23, 1971

April 27, 1971

Michael Gardner c. Moore
Commissioner
Bureau Indian Affairs
1951 Constitution Ave., N.W.
Washington, D.C. 20241

Dear Mr. Moore:

[illegible]

[illegible]

[illegible]

I have [illegible] [illegible]

[illegible]

Sincerely,

[illegible]

Chairman, [illegible]
Committee on Indian Affairs

[illegible]

BOURNE SELECTMEN+ AS 11

TOWN FILES/ship request

May 23, 1972

Messrs. Cahir, Forni, & Johnson
The Board of Selectmen
Town of Bourne
Bourne, Massachusetts 02532

Gentlemen:

This is in further reply to your letter of March 15th requesting my assistance in requesting a Naval ship visit Bourne on the weekends of the 11th or 18th of August.

I sincerely regret that we were unable to have a ship scheduled to make the visit. The enclosed letter from Admiral Zumwalt details the reasons the Navy is not able to comply with the request.

If I can be of assistance in any other manner please do not hesitate to contact me again. I do hope that this summer will be a successful one tourist-wise for the Town of Bourne!

Sincerely,

HASTINGS KEITH
Member of Congress

HK:ss

BOURNE SELECTMEN+

TOWN FILES/ship request

May 23, 1972

Messrs. Cahir, Forni, & Johnson
The Board of Selectmen
Town of Bourne
Bourne, Massachusetts 02532

Gentlemen:

This is in further reply to your letter of March 15th requesting my assistance in requesting a Naval ship visit Bourne on the weekends of the 11th or 18th of August.

I sincerely regret that we were unable to have a ship scheduled to make the visit. The enclosed letter from Admiral Zumwalt details the reasons the Navy is not able to comply with the request.

If I can be of assistance in any other manner please do not hesitate to contact me again. I do hope that this summer will be a successful one tourist-wise for the Town of Bourne!

Sincerely,

HASTINGS KEITH
Member of Congress

HK:ma

AS 19

MARITIME & OCEANOGRAPHY GENERAL

July 31, 1972

Mr. Carl Wallace
Special Assistant to the
Secretary of Defense
Department of Defense
Room 3E941 Pentagon
Washington, D.C. 20301

Dear Carl:

While driving to the office I heard on the radio that Jan's reported that the Soviet submarine fleet was really much larger than we had even anticipated!

And this naturally brought to mind our telephone conversation of two or three weeks ago in which we discussed the timing of the decision with reference to the submarine tender. You assured me that the announcement would be made "in the first week of August" - and that the process would not in any way resemble the study that was undertaken by Secretary Packard and others concerning the Merchant Marine and the Navy and the charter program.

(SPANS)

I hope you don't mind my reminding you of how important this is to the efficiency of the Fore River Yard. If they are to remain a part of our shipbuilding capability - they badly need some work until the Merchant Ship Program gets moving. Absent this, they might very well have to close for economic reasons.

I am really eager for some early word - and would appreciate a chance to have a telephone conversation with you during this week.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:cd

[illegible]